

Give Me A Brake! It's Time To Prepare For Spring Driving

Pontiac-Oakland Club
International, Inc.
(POCI)

Custom Safari Chapter

WINTER 2020-21

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WEEKLY WASH RITUAL—BUT HE PROBABLY HASN'T CHECKED HIS BRAKES SINCE HE BOUGHT THE CAR!

Just think..... everyone will soon be able to wash their Safari wagons and take them for a drive. No doubt many of you can not wait to join other old car enthusiasts at gatherings, shows and special events. The Pontiac-Oakland Club, International annual convention, regional and chapter events will soon return. So start thinking about getting your Safari ready for the first opportunity to share your passion about your wagon with others.

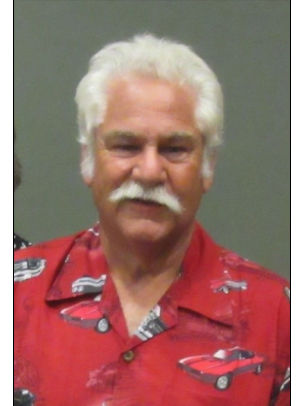
As our lives slowly return to normal, we know that taking our Safari wagon for a drive is one of our favorite things to do. So, as our Chapter President has said, "*hit the road and drive your Safari as much as you can. You'll enjoy your time behind the wheel and make some friends along the way.*"

From the President's Garage

Hello Everyone,

It feels like the dead of winter as I write this letter. Heavy snow fall, then cold arctic temperatures, here in New Jersey. There is no time to drive an old car out of the barn. All I can do is dream of summer, but I am lucky to live in a place that has four seasons.

Have you worked on our Safari lately? Hopefully, you are getting ready for a better car show season. Work never seems to end but it's important to check on your brakes, cooling system, fuel, and electrical systems every spring. Don't forget those aging white wall tires too. After about 5 years or so, you should start thinking about replacements. Whatever you do, there is still plenty of time to get ready for the POCI National Convention. July is still months away.



Remember to make reservations at the Convention hotel or nearby hotels. Let's keep our fingers cross that our club will be allowed to proceed with the Convention and fun activities. We just never know what may happen between now and the middle of July.

I must remind those who have not paid their annual chapter dues to get the job done now. Robin has to balance our books and report our membership status for POCI official review. Remember that you can now use PayPal if you don't want to write a check. Look for more information at the bottom of this page. At this time, we are not cutting anyone out but keep in mind that this is your Chapter, and we have to pay for mailing a great newsletter to you.

Hope you are safe and being careful.

Lou Calasibetta

Chapter Annual Dues

For USA members, you now have two different ways to pay your dues! You can write a check of \$21 addressed to the **Custom Safari Chapter-POCI** and send to our Secretary/Treasurer:

**Robin Petry
2806 Scarlett Drive
Augusta, GA 30909**

You can now send your dues electronically through **Pay Pal**. That's right folks! We are offering on-line payment for those who prefer less paper! Use the following address on the Pay Pal website for your **payment of \$21** (USA members) to: petryfamily@yahoo.com

If you live outside of the USA, please contact Robin to get an estimate on mailing costs before you mail your payment. International dues may be higher due to mailing.

We appreciate your timely submittal of your dues so that we can distribute printed newsletters, offer new t-shirts, fund National Convention activities, and pay for our website.

Thank you for your support.



Under the Hood with the Editor

Hello Everyone!

My wife, Summer, and I wish you all a happy and prosperous new year. We still face a lot of challenges ahead, but we always have hope and faith to help get us through the tough times.

Our Chapter continues to grow in numbers, both in paid dues and through our Facebook link to social media. Our growth is due, in part, to better communication between people who share the same passion for Safari wagons. Emails, phone calls, texting, and personal/instant messaging has connected more Safarians than at any time in the past. Maintaining a quality newsletter full of appropriate content is important too. We strive to keep a personal connection through our President and Editor articles. We report on news related to our Safaris through direct contact with owners, or through postings from social media. We look at the latest articles published in magazines and club media. We will continue to balance member stories with reports on social gatherings, car shows, auction reports, and technical articles. As your editor, I am here to assist you with creating a story for publication in our newsletter. So, don't be surprised if you find yourself on a phone call with me as I develop a story or a classified ad from our conversations. Your experiences with Safari wagons are interesting and important.

My wife, Summer, recently accepted a promotion and new job that will soon place us living along the Southern Oregon/Northern California border. During the last four years, Summer has worked as the Administrative Officer at Fort Scott National Historical Site in Kansas. Moving in late winter is never an easy or safe task but we should be settled down sometime in the spring season. I will still maintain my hobby activities and volunteer work for the National Park Service from our Southern California home.

With the car show season ahead of us, please take the time to carefully inspect and complete the necessary tasks to maintain a safe and dependable wagon. In this issue, you will find a brief Tech article on improving brake system performance and safety. Brakes is one of the most undermaintained, critical system on old cars. With many of you hitting the road this year, please take the time to have your brake system inspected and refreshed, as necessary. Please stay safe and enjoy the prospect of a better new year.



On Hwy 230 in the Southern Cascade Mountains, 1983

In the background is Mt Thielson, a volcanic peak north of Crater Lake National Park in Southern Oregon. The Safari was purchased in the early 80's by your editor and later sold to a Chapter member in Utah.



Tom

Left: A winter wonderland scene just after Christmas.

While Tom & Summer were living in Fort Scott, KS, they were fortunate to become the care takers of a large, fully restored Victorian mansion built in the 1870s. The mansion is one of two "twins" on 3 acres in the center of town. Tom has become well-skilled in maintaining a large water fountain and pond filled with fish.

In The News

After months of comments and speculation on social media, the black 1957 Star Chief Custom Safari two door wagon with a spare tire kit was sold in January at the Mecum Auction in Kissimmee, FL. At the hammer, the top bid was \$79,000 without auction fees.



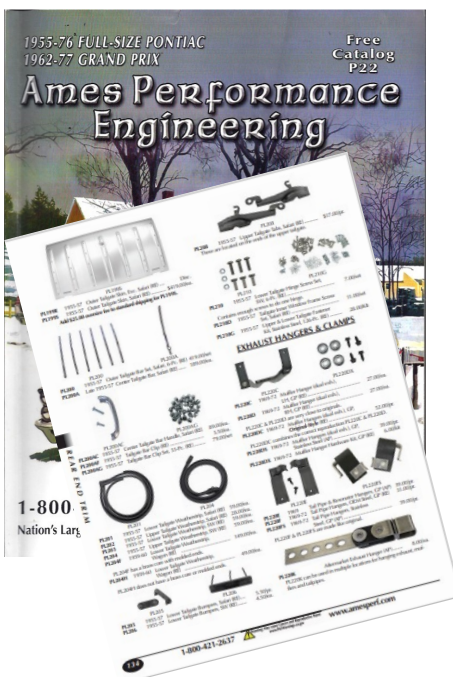
Also sold was a black 1956 Safari Chief customized two door wagon at a recorded breaking \$121,000 plus auction fees. It has a modern LS engine & transmission, updated chassis, cooling electrical, fuel, and custom interior.

Lot G137, a 1956 Star Chief customized Safari two door wagon reached a bid of \$55,000 but the reserve was not met. It is a fully modified car complete with a 55 lighted hood ornament.

A new world-wide record was set for Lot 232, a 1956 Pontiac Star Chief convertible, at \$206,000. A reported one million dollars was spent to build this highly custom car. Wow! For more info, go to www.mecum.com.

Steve Ames, Industry Leader, Has Passed

Steve Ames, 78, of Marlborough, N.H., passed away on Dec. 20, 2020 from a brain bleed suffered after a fall. In the mid-70s, Steve became the editor of the Silver Streak News, a monthly newsletter put out by the then-newly formed Pontiac Oakland Club International. Steve started visiting car dealerships east of the Mississippi in search of vintage NOS (new old stock) car parts. He began specializing in Pontiac parts. Steve started selling parts at the Carlisle Swap in PA and started a company called Ames Performance Engineering. He eventually sold the retail side of his company, although he continued to develop new products and sell parts on the wholesale level. He also started the annual Ames Performance Pontiac Tri-Power Nationals show in Norwalk, Ohio, in August.



Steve was responsible for creating many reproduction parts for our 1955-58 Pontiacs. Without his efforts, many of your wagons would not have great looking '55-56 lighted hood ornaments, or '57 lighted fender ornaments. If your wagon has factory accessory floor mats, they likely came from Steve. '57 owners were able to purchase repro open & closed bumper caps and spinner wheel covers, interior dashboard scripts, exterior scripts, front & rear tail light lenses, side view mirrors, interior mirrors, which became available during a time of high demand for these parts. Steve was certainly dedicated to providing parts that we needed to get our Safari wagons back on the road.

Ames Performance Engineering continues to be one of our major sources for Pontiac parts. Their catalog is filled with illustrations of parts unique to Safari wagons.

Steve has made our hobby more enjoyable and he has helped us preserve our historic American wagons.

Looking for 1955-1956 Parts? Check with Ed Vassar!

When it comes to '55 Pontiac parts, few people in the country have a larger collection of used and some NOS parts than long-time POCI & Chapter member, Ed Vassar. It took Ed over 40 years to amass literally thousands of parts and a fleet of restorable & parts cars.

What does one man with such a large collection of parts? Well, he uses some of the parts for his cars. The rest is for sale! So, if you are looking for parts, Ed just might be able to help.

Below: Ed's sons in the 1970s.



Ed with his '55 Safari at home. He has owned his Safari wagon since his 19th birthday!

If you drive northbound of CA Hwy 5, just past the Dunnigan rest stop, in clear view along the highway is a large yard filled with 1955-57 Pontiacs and parts. It's a sight to behold! A treasure trove of Pontiacs!!

Visitors are welcome! Ed keeps his yard secure so call or email long ahead of your visit to assure that Ed is available to receive your visit. Just name a part and he will likely have it somewhere. Whether you are looking for a radiator, brake drums, wheels, trim, rebuildable engines or transmissions, doors, hoods, trunks, quarter panels, seats, rear

ends, suspension, dashboard parts, sheet metal, accessories, etc., Ed is likely to have it. If he does not have the part you need, he may know of someone who might be able to help.

Ed has dedicated much of his spare time to saving old Pontiacs and parts. After decades of work as an aircraft mechanic, Ed is now retired. He helps his son, Vern, with a busy transportation business.

Ed lives north of Sacramento, CA in a community called Dunnigan. You can contact him at:

(707) 246-4426 (PST)

eddies1955@yahoo.com



A Safari With a Legacy— Dan & Carla’s 1955 Safari

While most old car stories focus on recent owners, Dan & Carla Dickey have a story to tell that goes back to the time when their 1955 Pontiac Custom Safari 2 door wagon was sold by Dan’s father as a brand new Safari in a small town in the state of Washington.

This story first starts with a recollection from one of its previous owners, Keith Anderson, formerly of Olympia, WA. Sadly, Keith passed away last year but in 1999, he wrote a story about his ‘55 Safari wagon literally months before Dan & Carla became the next owners.

Here is some of Keith’s story:

In 1956, my parents purchased a new ‘56 Pontiac hardtop coupe. About the same time one of my father’s business partners, Mr. Vogul, special ordered a ‘56 Safari in solid Raven Black with a blue and white interior. As a little kid, I knew that this was a special car. As years went by, I asked my father why he didn’t buy a Safari like Mr. Vogul’s instead purchasing “just a two-door hardtop”. He said that with a station wagon, everyone could see what you’ve got in the back. To this day, I don’t know what my father ever owned that was worth hiding in the trunk of that car that someone might see.



Moving ahead a few years to the spring of 1968. As a car Crazy fifteen-year-old, I just knew my first car had to be a Safari. Any color Safari, just a Safari, preferably 1956, but a ‘55 or ‘57 would do.

On May 18th, 1968, my father changed occupations and moved the family from Vancouver, Washington to Olympia, the state capitol. I was on the roof of his new building setting the sign and clock adjustments, realizing I had a great view of the surrounding area, about a block to the west, I could see the roof of a car in the back yard of a house. Looking harder I discovered this car was not a Nomad but a Safari, “it had hood streaks”! Guess what? I had to go check it out. I introduced myself to the owner, Mr. McCunn, who was about my father’s age. He explained that he couldn’t sell the car because it was his only car. If he got rid of it, what would he drive?

Being a person just as stubborn as my father, I kept pestering Mr. McCunn about his ‘55 safari. I would be turning sixteen soon and this is what I wanted for my first car..... good dream huh! Being sixteen at this point, I did give in somewhat and bought another car - 1962 Bonneville sport coupe with a 425 motor. This car was great, but it still was not a Safari. So, I kept pestering Mr. McCunn every month year after year. Finally, nearly 3 years later, on April 2nd, 1971, Mr. McCunn said Ok. Ok. OK!!!. I’ll sell you the car. At last, my second car - a Safari wagon!

At this point I was in college and working 36 hours a week to pay the bills. I was fortunate enough to have some money left over. My main distress was that the tailgate cables had broken and that it had dropped on the bumper so many times, it was badly dented beyond repair. So, I went to visit the father of a friend of mine from high school, because his father was the body shop manager at the local Pontiac store. He told me to forget fixing it and get a new tailgate. Oh yeah, even in 1971, it was long discontinued, but he said go see Mr. R.B. Dickey, who owns the Pontiac dealership in Shelton, Washington, because “he’s a real packrat”. So, I did.

Mr. Dickey, come to find out, was a car buff himself. It wasn’t long into my first visit that we were discussing the car I had purchased. He said that it was quite unusual Safari because it had a cloth interior instead of the usual leather. It was the only one he had heard of other than one he had special ordered for a customer. He had ordered the car the first week of February and received the car the first part of June. The car was also ordered with power windows but when the car showed up, it had cranks instead. Because of the long wait, another car could not be ordered in time, so the owner took the car anyway. Mr. Dickey informed me that “I think you have Mr. Willie’s old car”. A check with the serial number and Mr. Dickey’s old sales records confirmed that it was the same car!





Next we were crawling through the dealership attic together. Wow! look at all this N.O.S stuff! Mr. Dickey didn't have a tailgate but he knew of a wrecked '57 in town with a perfect gate on it. Twenty-five dollars later I bought the whole car..... good parts. That was a good buy, but the NOS stuff was about to break the bank so to speak.

I was still carrying 14 to 17 credit hours in school and working almost a full shift while running my parts business. Looking back, I don't remember when I slept, I knew I couldn't do it again.

By March of 1975, the car was repainted. The engine & transmission were rebuilt, and the brakes, suspension and new trim were installed. My goal was to go to the POCl convention in Pontiac Michigan for Pontiacs 50th anniversary. But first a road trip was in order for a shakedown cruise. My father decided that a bunch of us (five) should go out on a long 1,200-mile camping trip. California here we come! I am proud to say that we had no problems. On the way back I took Highway 97 north through eastern Oregon and decided to stay at Crater Lake National Park. There happened to be a lot of road construction and when we just got moving, the flagger threw up the STOP sign in front of us. How rude! The flagger was none other than Mr. Tom Young. Small world isn't it? His words were something like, "wow, great car"!

Come August 1975 I was off to Michigan and then to visit friends in Texas. And back home, after that trip the car has been used for long trips. It seen the Atlantic Ocean six times! It has been in all except five of the continental United States and all but two Canadian provinces. Also, I had done a lot of just everyday driving to work & back. Its been a very dependable car.

Here are the particulars of the car:

Purchased new by Mr. Gordon Willie of Olympia, Washington from Shelton Motor Co, Shelton, Washington as his personal company car, Olympia Sand, Gravel, and Asphalt paving. Mr. Willie gave the car to his two sons in September of 1958 for their high school car. From 1960 to 1965, the history is unknown. Mr. George McCunn purchased the car from Attwood Auto Sales in Nisqually, Washington in 1965 and sold it to me in 1971.

The car's serial number is P755H112009, Body number: CL3466. Trim number: 277. Turquoise Blue cloth with leather bolsters. Paint number: 5562. White mist over Turquoise Blue. Accessory code: BGIK.



The car is equipped with the following options: basic group, convenience group, appearance group, comfort group, protection group, power steering, power brakes, power antenna, six-way manual seat adjuster, hydramatic, white wall tires, wire wheel discs. And the following dealer installed options: outside sun visor with traffic light viewer, outside spot lamp with mirror, tissue dispenser, clear plastic seat covers.

Having used the Safari for almost three decades, I must say it has been quite a car. Over time, I have gotten used to the fact that it rattles and water leaks are standard equipment. I don't remember how many fuel pumps and Tredelvac units have been on the car, but otherwise everything has been what I consider normal maintenance. I have owned my Safari for almost twenty-eight years now, much longer than all the previous owners combined. Due to the fact I have too many cars and I refuse to sell any of my '56's, I guess that the time has come to let someone else be the caretaker of my car.



The end of Keith's story is only the beginning of Dan & Carla Dickey's adventure with their '55 Safari. Soon after Keith's story was published, Dan & Carla became the next caretakers.

Dan writes

My interest in Custom Safari wagons started when I was a young man. In 1964, I worked at the Union Oil 76 Station in Shelton, WA. Some people from California had just moved next door purchasing the Tavern and the house behind it. Their son was driving a perfect California clean '55 Nomad. I thought this car was it. That is where my love for these special wagons began.

My father, Richard Berdell "R.B." Dickey, became a charter member when the Puget Sound Chapter of the POCI formed in 1994. He was always a Pontiac man, and so am I. In June 1997, I decided to take my father's 1976 Bonneville to the POCI National Convention in Denver, Colorado. Before the trip, I was invited to join the group from the Puget Sound Chapter to travel with them on the caravan. A few weeks later, my wife, Carla, and I met the group on the night of July 5th, in Lolo, Montana after the long drive from Shelton, Washington. I will never forget the special friendships that we developed with the couples on that trip. The next night we stayed in Ennis, Montana and the third night we stayed in Jackson Hole, Jackson, Wyoming. That next day we split off from the group and went on to Denver to spend an extra day with my cousin and his wife who were living there at the time. I made the mistake of asking my cousin if it were far to the Convention site and could we ride the bicycles over there. No problem. It turned out to be twenty-three miles round trip! Glad I was younger back then. The City of Denver is set up with bicycle paths throughout the whole town. That next morning, we headed out and rode over to the host hotel. The very first car to grab my attention was a black '57 Safari Wagon. I could not take my attention away from that car. It had a sale price on it at that time in 1997 for \$75,000. That was way beyond my budget, but I could not get that car out of my mind. It was great having driven my Dad's '76 Bonneville to the Convention.

In June 1998, I had joined the Puget Sound Chapter and attended their "All Pontiac Show" in Puyallup, WA. After walking around the show for a little bit, I spotted a '55 Safari wagon. Oh my! It was my favorite color combination just like my friends old '57 Nomad that he had back in 1968. As I approached the Safari, I recognized Keith Anderson, who was standing nearby. Keith was a good friend of my Dad's. Keith usually drove a '56 Safari wagon. I asked Keith if he knew much about the '55 Safari at the show. Keith told me that the '55 Safari was his and it is the one that my Dad and I used to talk about all the time. It was originally sold out of my Dad's dealership! Keith said that my Dad special ordered it for a customer in Olympia. I knew that I had to have Keith's '55 Safari. A few weeks later in July, I finally decided that I would tell my wife about



Keith's wagon and that I wanted to take her over to Olympia to look at it. Carla was not a car gal in our early years of marriage. She soon developed a love for the people that we became close to by belonging to several car clubs. Keith had a large garage building that he was renting in downtown Olympia and my wife and I met him there on a Thursday afternoon. This building was stuffed with cars that Keith and his partner owned. Some were customer cars. Carla and I squeezed our way to the back of the building where Keith had driven his '55 Safari. .



Chapter President Lou Calasibetta congratulates Carla & Dan Dickey for the Chapter's Long Distance Award at the POCI National Convention in Wichita, KS.

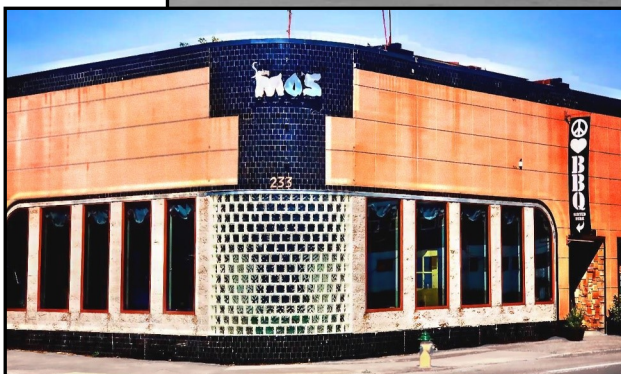


I was totally taken away when I saw the reaction of my wife as she first saw the Safari. She loved the idea that it had originally came from Dad's dealership. Keith left us alone to talk and check everything out about the car. Keith came back a little while later and asked if we wanted to take it for a drive. I said sure but I think we would like to drive it down to the bank and get the money to buy it from you.

We have now have owned our '55 Safari for twenty-two years and I love it as much today as when I first saw it. One of our first overnight trips with it was to Seaside, Oregon, to an annual car show always held on the second weekend after the Labor Day holiday. After the show, we drove on down the Oregon coast and visited our son. Boy! It can rain on the Oregon coast! It took us a week to dry out our Safari at home after that trip. We drove the car to many car shows during our first five years of ownership. We made close friends with a couple that had an 860 2-door post sedan '55 and would park next to at shows. The most expensive '55 Pontiac and the least expensive parked side-by-side. One Saturday morning they called us and told us they were going to sell the post sedan and wanted to give us first chance at offering it to us. We have now owned that car for many years, and they are still parked together in our garage.

My Dad loved working on cars. My Dad loved working the parts department of the dealership too. Customers that came to the garage were more familiar seeing Dad in coveralls wearing a nice Pendleton shirt and tie. When Mom came to work about nine in the morning, Dad would go out in the shop, put on his coveralls on and work alongside his mechanics in the shop. I would walk down to the garage after school and sit in '57 Star Chiefs and '59 Catalinas in the showroom waiting for Mom to finish her work. Dad would then take his coveralls off and come up front. Mom and I would sometimes go to the Court House to buy license plates for cars that had been sold that day. Keith and Dad shared the same interest in the parts department. Dad encouraged Keith to look into General Motors School of Technology back in Detroit. Keith did that and went to school there. Keith became a Parts Representative for GM and was assigned to Texas. Keith worked in Texas for a year and said that is enough for me and came back home to Olympia, Washington. Keith became the parts manager for the Pontiac dealer in Olympia for many years before going into business for himself.

My Father had been working as a mechanic in his early years in dealerships in Centralia, Washington. In the early 1930's Dad started a Used Car Lot and was successful. Dad was approached by representatives from Pontiac Motor Division on purchasing a Pontiac franchise. He was offered two choices, either Hood River, Oregon or Shelton, Washington. Dad and Mom chose Shelton for its better economic base and being closer to relatives. Dad and Mom came to Shelton not having any idea about the town. They had no idea of where



Above: Dan Dickey's family dealership shown in 1955. Looks like Dan's future '55 is sitting in front!

Left: The former dealership as it looks today - **Smokin Mo's** BBQ restaurant.

they were going to locate the business and no idea where they were going to live. By the end of the day, they had rented an old gas station building from the local dentist and they had rented a house from a lady that they had met in a restaurant. For many years they operated Shelton Motor Company as a small mom and pop business selling five or six cars a month. Their cars were delivered by railroad box cars in downtown Shelton and the crew would unload them by using big, long, floor jacks.

Years later, the cars were delivered to warehouses in Seattle. Salesmen would drive Mom and Dad to Bremerton to where we would take the ferry to the Seattle waterfront and then drive the new cars back through Tacoma and Olympia to home in Shelton. My folks enjoyed a successful business. Dad sold Pontiacs from 1936 through 1972. He built his own building in 1944 a block down the street from the old gas station building. That building housed a meat market right across the street from the 76 Station that I worked in 1964. Dad expanded his building in 1953 when he purchased a Buick franchise. Dad took on an American Motors franchise in 1959. Shelton Motor Company also sold Vauxhall, Opel, and Simca in the late fifties and early sixties. The most important part of Dad business was meeting payroll at 5:00pm on Friday nights. Dad loved his employees and their families. Dad had many long-time employees that I got to know for many years while I grew into a young man.

As of today, the old Garage Building lives on. Twelve years ago, the building was purchased and remodeled bringing it up to today's building codes. Last year, it was purchased again by the owners of an established restaurant business and they are well known for their Bar-b-que. I was lucky enough to be taken inside and upstairs to the old parts room storage. That sure brought back some special memories.

Cars do create history. My '55 Pontiac Custom Safari wagon has brought many people together over the years and will continue to do so for many years to come.

DAN DICKEY

Editor's Note: Thank you Dan for your great story. Back in the 70's, your car was the 1st Safari that I ever saw and the reason why I became interested in Safari wagons. Indeed, your Safari has touched many Safarians!

In The Spotlight..... Florida '55s



If you ever venture to the state of Florida, rest assured that Chapter members maintain some great 1955s in the warm, and sunny state. Beautiful cars gentlemen!

Above: Barry Zalesky's 1955 Star Chief Custom Safari 2 door wagon looks like it was just purchased new off the dealership showroom floor!

Right: William Platt II took home the Chapter's annual long-distance award in 2018 for a trip to Wisconsin with his 1955 Star Chief Custom 2 door wagon. His Safari is loaded with factory accessories and is a proven road traveler.



Technical Tip #10



At A Glance...

Above image taken from the November, 1956 issue of the Pontiac Service Craftsman News.

After getting your Safari to move down the road, the next task is stopping your Safari. Brakes are important! Yet, brakes are always in the top-ten list of most overlooked components of Safari wagons. They need constant attention.

If you are driving your Safari to car shows, your brakes need to be at their best. For those who have converted their front brakes to disc, you are likely to be more at ease with driving. If you prefer to keep the heart & soul of your Safari factory stock, you must always keep your brake system in the best condition possible.

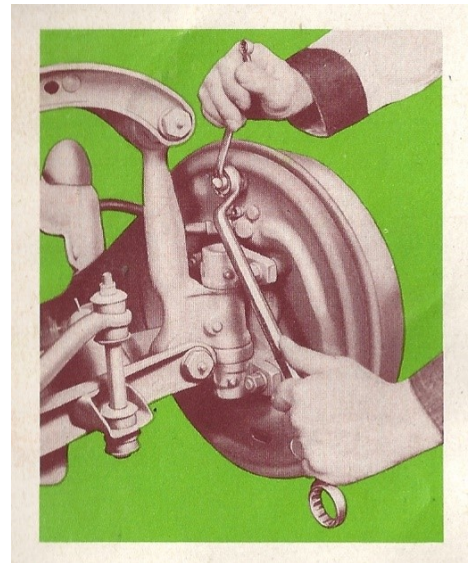
The bottom line..... If you can't remember when you last checked your brake system, then likely it's time to inspect, clean, adjust or repair, as necessary. You may want to consider making some minor modifications for better braking performance too.

Not all brake systems perform the same. Decades of use or the lack of use, combined with undocumented repairs over decades create a unique situation for your car. To keep your brake system dependable, brake lines, (both hard and soft), should be fresh, not original. Cylinders should not leak or show signs of excessive age. Shoes should be within factory specs along with the drums. Cleaning and adjustments are always necessary.

While you are working on your brake system, ask yourself, **how can I improve the stock brake system?** Consider two tasks. First, assure that your drums surfaces are smooth, not heat scared, and within factory wear tolerances. Resurface or replace, as necessary. Then, install modern shoes with soft pads. For the rear brakes, consider increasing the size of the rear shoes from 1 3/4 to 2 inches in width. You will likely find that the extra surface contact/ increased heat dispersal will noticeably improve braking performance. You will have to add spacers between the hub face and drum to extend the drum outwards so that the larger shoe can fit.

You can purchase spacers from CPR in CA. AutoZone sells soft pad shoes that will break in fast but wear quickly. They will provide the best stopping power. CPR offers a better-quality shoe that will take longer to break-in, but they will last longer than AutoZone.

Look for more details regarding brake system improvements in our SPRING newsletter.



Quick Reference:

BRAKE SHOES, DRUMS & DRUM SPACERS

Where to buy: AutoZone, California Pontiac Restoration (CPR), 714 245-9800 (PST)

Estimate Cost: AutoZone's shoes: \$24-\$28 per set, #197 (frt), #55 (rear stock), # 228 (rear 2 in). CPR & other sources, expect from \$28.

How to apply: Refer to the factory shop manual for shoe replacement. Modification of the rear drum assembly will require spacers. Some are available from CPR. The spacers are placed on the face of the hub so that the drum is pushed outwards just enough to clear the larger shoe 2 in shoe width. More details in the SPRING newsletter.

CARS FOR SALE

Safari wagons listed come from various media resources.
Owners may not be chapter members.



1957 Pontiac Safari. Open to offers. This is Carl Loftis' Safari that he has owned since the '90s. This is a "drive-anywhere" Safari that is modified and ready for road trips & car shows.



1957 Star Chief Custom Safari 2 door wagon. Body #117, Custom paint and interior. Chrome redone. Stainless straight & polished. Rebuilt 428 with automatic trans, updated dual master cylinder brakes and cooling systems. Dual exhaust out the rear bumper ports. New AC tied to factory AC dash ports. Tinted windows. Deluxe windshield washer. Electric wipers. New wire harness. Driven about 7k since complete rebuild and custom work. **Carl Loftis (231) 690-0429 (EST) (CSC member)** Photos taken at the 2018 POCI Nat'l Convention in Wisconsin Dells, WI.



1955 Pontiac Safari. \$22,650 2dr Safari wagon, rare original survivor, hard to find, original leather interior, shows 70,xxx miles, rear sliding windows, good glass, nice stainless trim and fender skirts, numbers matching 287 V8 auto, runs and drives. **Country Classic Cars 618 635-7056 Staunton, Illinois www.countryclassiccars.com**



Editor's Note: HMN Ad. This Safari was previously advertised by a private seller on HMN for \$19,000. (Non-CSC member).



1957 Pontiac Safari. \$22,500 Was on display in a Florida museum, so the miles are believed to be original. One repaint approximately 3 years ago with rust repair performed on the floor pan, rear hatch, and tailgate. Chrome is original as well as interior upholstery with the exception of new carpet in the front passenger area. New Edelbrock Performer 1411 750 CFM carburetor. Custom built aluminum gas tank with new sending unit. New shocks, Rebuilt engine. Recent transmission rebuild. Fully serviced with recent tune-up and oil change. This vehicle is stored in our Aiken, SC climate controlled warehouse. We do not do consignment. The inventory shown is 100% owned, maintained, and driven by us. **Car Cave USA 803-262-4742** Video at: <https://youtu.be/mXDqsQ0MqAE> *Editor's Note. Take a close look at the video. From HMN. (Non-CSC member)*

CARS FOR SALE

Safari wagons listed come from various media resources.
Owners may not be chapter members.

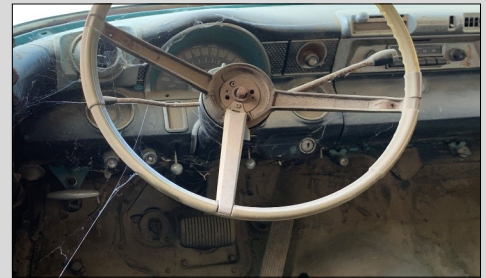


1956 Pontiac Safari \$59,000. My '56 is a total ground-up restoration. It's an AACA first and second place Grand National award winner too. Power steering, power brake, 389, automatic trans, front & rear bumper guards, fender skirts, factory spot light. Nothing spared. Every nut and bolt replaced, all new or rebuilt suspension. I've really spent a lot of time and money so want it to go to someone else that really appreciates the Safari. Call **Don 256-520-6183**. Located in **Huntsville, Alabama**. (CSC member)



PRICE REDUCED!

1956 Pontiac Safari. \$49,999 OBO. Body # 1774. This wagon is loaded! Power brakes, power steering, deluxe windshield washer, under hood light, front & rear bumper guards, lighted hood ornament, compass, wonder bar radio, floor mats, electric rear antenna, wire wheel covers and a six-way front seat. This is a well done restoration on a Safari that looks great and runs well. There was a bit of rust on the body prior to restoration but repair work was done very well. One of the best features is the attention to detail under the hood and throughout the Safari wagon. Nearly everything is restored perfectly factory correct! This Safari is ready to roll down the road or win a trophy at car shows. For more details, contact the owner, **Mike at 805 441-5155 Pismo Beach, CA.** *Editor's Note: This ready to enjoy wagon was once owned by Bob Johnson, our Chapter's newsletter editor from the 1980s. Bob can trace the wagon's history back to the 1970s!*



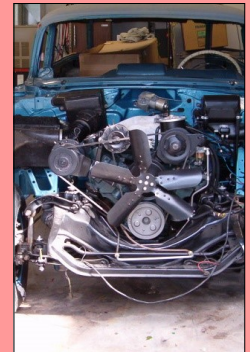
1955 Pontiac Safari. \$6,500 Body #1469 Project car for sale. PS, PB, factory AC, electric rear antenna, rear bumper guards, under hood light. Cowl tag code: ACC BGIKN. I have no title. Bill of sale only. For information and more photos, contact: **John Hartman 661-301-6944** or hartman.bustersan.john@gmail.com *Editor's Note: This car is in Bakersfield, CA (CSC member)*

CARS FOR SALE

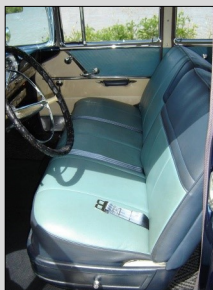
Safari wagons listed come from various media resources.
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1957 Pontiac Star Chief Custom Safari "Transcontinental" 4 dr wagon. \$59,900. This particular example underwent a frame-up restoration in the 1990s and was a feature at the 1957 Heaven Museum. The entire '57 Heaven Museum was sold by Mecum in 2009 and this particular car sold at "no reserve" for 80k. **Classic Car Studio. 314 567 4200 St. Louis, MO** Info@classiccarstudio.com



1957 Pontiac Safari. \$95,000 Negotiable. Body #992. Fontaine Blue & Kenya Ivory. 347 V8, auto trans, PS, PB, Tri-Power, & factory AC. Frame off, nut & bolt restoration. Museum quality (in my opinion a 9 out of 10). Have pictures of all phases of restoration. All factory NOS parts were used. Also have all factory dealer option books. Very well documented from start to finish. Your inspection or any independent inspections are welcome. Any questions please ask, I'll be happy to answer any and all that you have. This Safari is ready to roll down the road or win a trophy at car shows. For more details, contact the new owner **Allen 512-905-3038**. If no answer please leave a brief message along with a phone # and best time to call. Car is located in **Thorndale, Texas**. *Editor's Note: This Safari was a long and steady restoration by two well-known Pontiac enthusiast and brothers (John and Paul Bonoyer) who are who have now entrusted the safe keeping of their prized possession to a long time friend. This is an opportunity to buy one of the best. (CSC member)*



1957 Pontiac Safari TC wagon. \$38,500 obo. Body #xxx Tri-Power, PS, PB, Sun Visor, Lighted Fender Ornaments, Spinner Covers, Tissue Dispenser, Windshield Washer. Electric wiper motor. Alternator. Inca Metallic Blue All mechanics have been rebuilt. Original mileage unknown, but less than 2,500 since restoration. A very smooth and comfortable tour car. Original interior with exception of new front and rear seats. Flooring is in very good condition. Can arrange door to door delivery. Might look at partial trade. **Gerry at (604) 940-5991. Delta, British Columbia, Canada** email: gerboyce@telus.net (Non-CSC member)

BEST RETAILER BUYS

1955-57 Pontiac front brake shoes: Soft, heat resistant. Will conform to your drum, short life. Source: The AUTOZONE store. Duralast Part # 192. Last retail list \$22.99 for front set. www.autozone.com

Please note that prices and availability are subject to change. Verify prices before ordering.

PARTS FOR SALE

1955-57 Safari sliding window latch, pair: Reproduction. C4663732RS \$41.08 Contact California Pontiac Restoration (CPR). 714 245-9800 PST CA www.pontiacparts.net

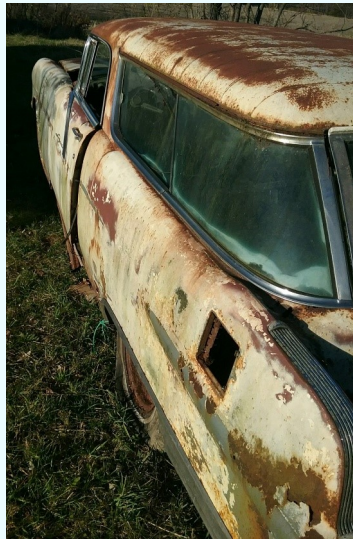


1955 Pontiac Safari gas tank: Needs restoration. 3 leaks. \$50. Local pick-up. Bruce Deane, Harrisburg, NC. bdeane5527@windstream.net.



1955 Pontiac chrome center bar, 3 pieces, **NOS: 1957 Pontiac** for TC wgn: rear 1/4 mldg extensions (horse shoes), used; headrest, faded, used; left rear wheel opening mldg, mint; rear 1/4 panel aluminum panels, need to be polished, used; luggage rack, top rails and bottom cargo strips, top rails need to be plated, **NOS: 1958 Pontiac:** Back-up lamp assy. NOS, left & right hand sides. \$300 pr. Or trade for a nice 1957 Pontiac right front fender. **John OH 1 740 296-9638**

1956 Pontiac Safari 2 dr Custom wagon parts car. Factory air setup, \$2,500. Front seat, orig, \$400. Exterior trim and other parts available. Call with needs. Warren 610 742-4041 Hughesville, PA (non-Chapter member)



FOR SALE



1957 Custom Safari 2 dr wagon.. This silver Safari is offered at 13K. Some parts may be included with this car. A good car to restore or custom build. Clear CA title. Located in Southern California.

Contact Rich at (714) 245-9800 or rich@pontiacparts.net PST

TO PLACE AN AD: Looking to sell parts or a car? Send your request to Tom Young at pontiactom@ix.netcom.com. Your ad should be related to '55 to '58 Pontiacs and include photos when possible.

POCI Chapter #10

www.customsafari.org

Dedicated to the limited production 1955 through 1958 Pontiac Custom Safari wagons. The Custom Safari Chapter is an official international specialty chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is P.O. Box 421, Long Lake, MN 55356, USA. Website: www.poci.org

Anyone with interest in Safari wagons can join. Annual dues are \$21.00. Check with our Secretary/treasurer for international rates. Renewals are due January 1st of each year. New member dues are pro-rated quarterly from January 1st. Applicants are encouraged to maintain membership in the POCI. Send check or PayPal payment to the Secretary/Treasurer, **Robin Petry**. Send PayPal on-line payments to: petryfamily@gmail.com

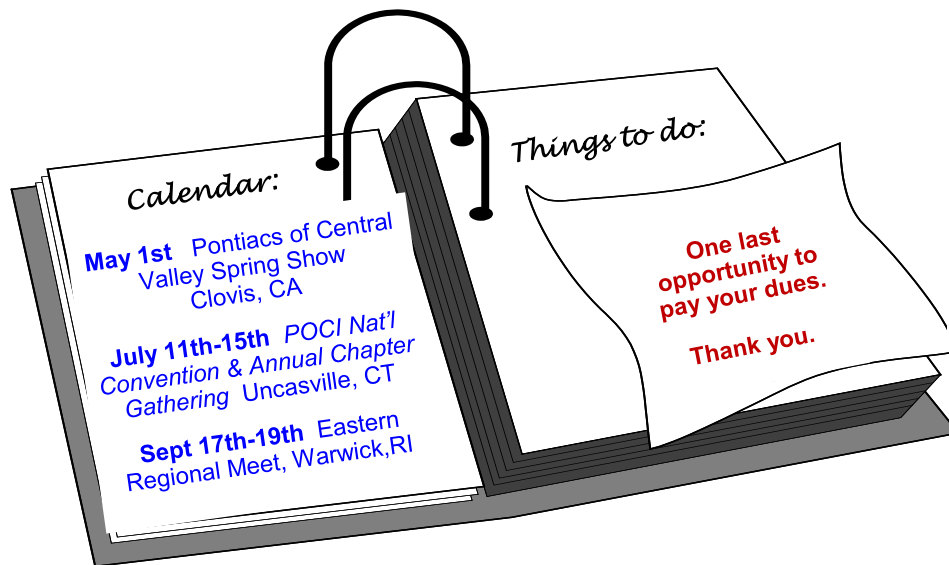
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The Chapter website can be found at: www.customsafari.org Find us on Facebook: [CSC Custom Safari Chapter](#)

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In the next issue of the *SAFARI NEWS*...

Our *SPRING* issue will focus on 1956 Safari wagons and social media news. We will have details about our annual Chapter gathering at the 2021 POCI National Convention. As always, we will also have new *Classified Ads*.